

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL ON

KOBE and YOKOHAMA ("COBLENZ" Chapt. H. Regatta (T. 6,750) About TUESDAY, 13th December.

NAPLES, GENOA, ALGIERS, "KLIRST" WEDNESDAY, GIBRALTAR, SOUTHAMPTON, (Capt. O. Pahke (T. 17,020) 14th Dec., at Noon.

ANTWERP and BREMEN ("COBLENZ" About WEDNESDAY, 14th December.

SHANGHAI, TSINGTAU, KOBE ("COBLENZ" Capt. G. H. H. Regatta (T. 17,320) 14th December.

MANILA, YAP, MARONI, SAMARAI, NEWGUINEA, BRISBANE, ("COBLENZ" Capt. H. Regatta (T. 6,750) SATURDAY, 31st Dec., at Daylight.

SYDNEY and MELBOURNE ("COBLENZ" 31st Dec., at Daylight.

KUDAT and SANDAKAN ("BORNEO" Capt. V. Sambill Middle of December.

All the steamers of the European Line are fitted with Wireless Telegraphic. New System of Telephones.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

WELCHES & CO.

GENERAL AGENTS, HONGKONG.

Hongkong, 3rd December, 1910.

To Let.

TO LET.

A HOUSE in KNUTSFORD TERRACE. Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 8th November, 1910.

TO LET.

21, CONDUIT RD., CLIFTON GARDENS. 1 & 2, BOWEN ROAD, lately occupied as Artillery Officer's Quarters. Suitable for Boarding House.

GODOWNS, 151 to 155, PRAYA EAST. OFFICES, No. 2, CONNAUGHT ROAD 1st Floor.

A HOUSE in WONG-MEI-CHONG ROAD, OFFICES in YOUNG BUILDING. No. 10, DES VIEUX ROAD CENTRAL, 1st Floor.

SEMI-EUROPEAN FLATS, Praya East corner of Observation Place. The flats stop at the door.

Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 2nd November, 1910.

TO LET.

GODOWN No. 14, DUDDELL STREET. Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st July, 1910.

Intimation

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.00 a.m. Every 15 minutes. 9.00 a.m. to 11.00 a.m. Every 15 minutes. 11.00 a.m. to 12.45 p.m. Every 15 minutes. 12.45 p.m. to 1.15 p.m. Every 15 minutes. 1.15 p.m. to 1.45 p.m. Every 15 minutes. 1.45 p.m. to 2.15 p.m. Every 15 minutes. 2.15 p.m. to 3.00 p.m. Every 15 minutes. 3.00 p.m. to 5.00 p.m. Every 15 minutes. 5.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT DAYS.

6.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

HALF HOURS.

8.00 a.m. to 9.00 a.m. Every 15 minutes. 9.00 a.m. to 10.30 a.m. Every 15 minutes. 10.30 a.m. to 11.00 a.m. Every 15 minutes. 11.00 a.m. to 12.00 noon. Every 15 minutes. 12.00 noon to 1.00 p.m. Every 15 minutes. 1.00 p.m. to 2.00 p.m. Every 15 minutes. 2.00 p.m. to 3.00 p.m. Every 15 minutes. 3.00 p.m. to 4.00 p.m. Every 15 minutes.

NIGHT DAYS on Week Days.

SATURDAYS.

Extra cars at 8.15 p.m., 11.15 p.m. and 1.45 p.m.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDINGS, DES VIEUX ROAD CENTRAL.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 1st April, 1910.

Intimations.

GENTLEMEN,

WE HAVE SOMETHING TO SUIT YOU!

JUST ARRIVED, a wide range of New Fashionable Suit length pieces of 3/2 yds.—double width.

Pyjama Suits, Woollen, Flannel and Flannelette.

Silk Scarves, assorted colours; Scarf Pins, rolled gold and gold plated. Dress Neck Ties, White and Black.

HOOSAIN-ALI & CO., No. 11, QUEEN'S ROAD CENTRAL Hongkong, 15th November, 1910.

Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 2nd November, 1910.

TO LET.

GODOWN No. 14, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st July, 1910.

OSMAN & CASUM,
1 & 8, D'AGUILAR STREET.

JUST UNPACKED.

Ladies' Trimmed and Untrimmed HATS, RIBBONS, FLOWERS & FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVETTES and HOUSEHOLD LINENS.

Samples on application, Coast Pot Orders carefully executed

Hongkong, 6th September, 1910.

LEE YEE
HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

18, D'AGUILAR STREET,

HONGKONG.

Hongkong, 1st September, 1910.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

Telegraphic Address—“DOCK,” Yokohama.

Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A.I., and Watkin's.

DRY DOCK DEPARTMENT:—Telephones: Nos. 370, 506, or 681.

No. 1 DOCK.

Docking Length 515 ft.

Width of Entrance 80 "

Water on Blocks 13 "

No. 2 DOCK.

Docking Length 376 ft.

Width of Entrance 50 "

Water on Blocks 16 "

No. 3 DOCK.

Docking Length 483 ft.

Width of Entrance 63 "

Water on Blocks 18.5 "

Mooring basin 600 feet x 100 feet x 15 feet deep.

EVERY description of repair work is undertaken. A large assortment of material including tail shafts and keys is stock. Two powerful low boats, floating derrick to lift 45 tons, passenger, elastic, hydraulic, planks, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—

Telephones: Mid-Levels Office 513, or 575, Castelis Branch Office 1392, Takashimacho Office 291, or 2050, Iriquois Office 2151.

165 buildings, principally of brick and steel, 358 entrances. 13 buildings are private bonded warehouses. Floor area 173,313 square yards or 15.15 acres. Dock water fronting on 1.36 miles in length, part having a depth of 15 feet at low water, suitable for steamers discharging direct into warehouses. Railway sidings with direct connection to the Government railways. Use of 45 tons derrick, tugs, launches, etc. Customhouse brokerage and insurance undertaken. Rates moderate.

Yokohama, October 18th, 1910.

RUBBER ESTATE RETURNS.

Sept. Oct. Jan—Oct.

Alligar 3,600 8,555 29,017

Alor Pongu 2,618 11,157

Alma 1,100 4,850

Anglo Malaya 59,162 464,218

Ayer Kuing 310 400 2,156

Ayer Molek 2,168 11,058

Ayer Pasas 1,580 4,339

Balgowla 7,653 8,481 68,8

Batak Rabit 1,350 3,835

Banteng 4,153 19,307

Batu Caves 14,728 104,070

Batu Tiga 9,602 6,870

Beraam 1,160 7,103

Beram 10,350 83,893

Bikam 3,145 16,677

Birch 1,675 5,891

Bukit Kajang 5,293 5,664 4,1458

Bukit Rajah 36,311 30,965

Bukit Lintang 4,700 47,520 31,710

Bukit Timah 1,422 1,157 5,218

Bukit K. B. 612 1,605

Carey United 12,250 65,559

Castlefield 5,047 31,168

Changkat Serdang 3,142 2,955 29,541

Changkat Salak 2,157 2,154 9,968

Cheng 950 950

Cleely 15,45 15,26 10,237

Consolidated Malay 23,015 21,9,230

Oaledona 20,002 179,127

Chumor 1,74

Chonson 2,385 10,610

Chota 503 1,00

Damanara 93,192 253,100

Damalau 4,10 440

Edinburgh 6,200 8,000 6,950

Federated (Selangor) 17,058 9,138

F.M.S. Rubber 24,45 41,862

Gedong 22,002 11,710

Glenfield 2,131 2,024 17,665

Glenhill 4,784 29,493

Golden Hope 9,180 53,282

Golconda 18,023 104,116

Gula Kalumpong 10,000 12,000 32,820

Hal Kee 710 2,503

Harpenden 12,000 57,930

Haytor 509 608 2,174

Heawood 1,168 1,324 6,561

High & Lowlands 43,173 37,183

Inch Kenneth 12,893 11,485

Iodragit 703 4,401

Jimbah 1,120 6,583

Jugra 9,511 60,583

Jebong 21,580 23,850 186,250

Kapar Para 17,158 97,816

Kamalug 8,912 9,300 13,412

Kempsey 4,099

Intimation.

2000.

2000.

2000.

Alexandra

Buildings.

NOW SHOWING

NEW

AUTUMN

GOODS . . .

LADIES' . . .

COSTUMES . . .

COATS . . .

EVENING . . .

CLOAKS . . .

A

LARGE VARIETY

OF

CHILDREN'S

HATS,

COATS,

SHOES,

ETC., ETC., ETC.

WM. POWELL,

LTD.

Alexandra
Buildings.

THE JAPAN-BRITISH EXHIBITION.

JAPANESE COMMISSIONERS ENTERTAIN D.

To mark the close of the Japan-British Exhibition at Shepherd's Bush, the Lord Mayor and Lady Mayoress on 5th inst. entertained the Imperial Japanese Commissioners to luncheon at the Mansion House, the guests, for the most part Japanese, numbering about fifty. To the right of the Lord Mayor sat the Lady Mayoress, the Japanese Ambassador, and the Duke of Norfolk; while on his lordship's left sat Mr. Hikojiro Wada (Japanese Commissioner-General), Lord Desborough, and Mr. Imre Kiraly (British Commissioner-General).

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Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S



VERY OLD LIQUEUR.

SCOTCH

WHISKY

A Blend of the Finest Pure Malt

Whiskies distilled in Scotland.

or

GENUINE AGE

AND

FINE MELLOW
FLAVOUR.

Robert Porter & Co.'s

BULL DOG

BRAND

GUINNESS' STOUT

in PINTS and SPLITS.

A. S. WATSON & CO.,

LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910.

[28]

BIRTHS.

On December 9, 1910, at No. 19, Avenue Read, Shanghai, the wife of Vilhelm Meyer, of a daughter.

On December 9, 1910, at Shanghai, the wife of Algernon Francis Evans, of a son.

MARRIAGE.

On December 7, 1910, at H. B. M. Consulate-General, Shanghai, before Sir Pelham Warren, K.C.M.G., and afterwards at St. John's, Jesuit, by the Rev. F. L. Hawks, P.O., D.D., assisted by the Rev. A. J. Walker, M.A., Arthur Hides, of Shanghai, to Edith Mary, second daughter of the late F. C. Jansen and Mrs. Jansen, of Shangha.

DEATHS.

On December 8, 1910, at No. 14, North Sze-chuan Road Extension, Shanghai, Elizabeth, the beloved wife of G. F. Forsyth, aged 26 years.

On December 8, 1910, at Preston Cross, Bookham, Surrey, Margaret Jane Gilmore, widow of the late David Gilmore, of Shanghai.

The Hongkong Telegraph

HONGKONG, TUESDAY, DECEMBER 13 1910.

FIRE-BRIGADE EQUIPMENT IN HONGKONG.

When we read in Home papers about the great advancement being made in fire-brigade equipment in the cities and towns of Great Britain, we cannot but feel that Hongkong is lagging very far behind in this matter. So far as the personnel of our Fire-Brigade is concerned, no city in all the British possessions can lay claim to a better, if numerical strength be left out of account. But as for the land equipment—the fire-engines, manuals, and other appliances housed in Queen's Road Central and at the fire-stations—it is woefully inadequate and out-of-date. The only satisfactory feature in the whole system lies in the new Harbour fire-boat, which has proved itself to be in every way most excellently suited either for fighting fires that occur among the shipping or for pumping up water from the Harbour when outbreaks of fire take place in proximity to the Fraya. But the needs of Hongkong and of Kowloon demand more than this. Neither the Island nor the Peninsula is adequately equipped. As we have urged on previous occasions in these columns, it is high time that the Government set about the introduction of motor fire-engines of the latest pattern from England. We notice that recently the Metropolitan Fire Brigade of London have discarded horse-haulage altogether, even to the extent of their removing of two hundred trained horses. To such a state of perfection has the motor engine been brought nowadays that it is considered to be perfectly safe to dis-

pense with those sagacious equines which at one time were the pride of London and the admiration of all who saw them at work. Yet in Hongkong, we still see in vogue and included among the serviceable equipment from year to year, some fire extinguishing appliances that might suffice for a country village at home but are very much out of place in a City like Victoria, with its quarter of a million of population, its densely built areas, and its thousands of ramshackle tenements that blaze up like tinder once the flames get hold. And the need for extension and improvement does not apply to the City alone. Eastwards and westwards, overflow suburbs are springing up with mushroom-like rapidity. Kowloon is stretching out its arms Pekulan way. In the Taikoo and Shaukiwan districts there is now a population of over ten thousand, and building is steadily progressing. Yet in none of those places are the Fire Brigade appliances being renewed or enhanced in such degree as will enable them to meet the greater requirements of those expanding districts. Kowloon, too, is badly equipped. In Yau-mati district, a new township, has sprung up in recent years. Works and factories of all kinds have come into existence, and long rows of shops and lofty dwelling tenements now stand where before was only swampy foreshore. Yet for the whole of the Peninsula the only effective fire fighting weapon is the solitary steamer stationed at Yau-mati—and that one of the old ones transferred from headquarters on this side of the Harbour. True, there are always the two fire boats to be depended upon in the case of a conflagration not too far removed from the water front; but as the available sites on the Harbour edge are gradually appropriated, the tendency of our peninsula township is to extend inland to regions scarcely within reach of floats pumping from the Harbour. True, in Kowloon we have now a system of fire-hydrants laid down with a pressure somewhat similar to that which can be obtained in Victoria. But were two serious outbreaks of fire to occur simultaneously in the streets only accessible to the land engines—and such a thing is quite within the region of probability—the Fire Brigade resources might be unequal to the occasion. In the same way, were the Central engines suddenly called to combat a big fire in Shaukiwan, seven miles away, the middle portion of the city would be left practically unprotected for the time being, and it is a peculiar thing that it is just at such junctures that the services of the Brigade are required in some other place. The journey of coolie-hauled engines and other apparatus to a remote district like Shaukiwan is necessarily slow, and the return journey is, if anything, slower. It would be prudent to insist that the first consideration in brigade work is for the firemen to be on the spot at the earliest possible moment. Every one knows that five minutes gained in getting to the seat of the fire may mean the saving of human life as well as thousands of dollars' worth of property. Every district in the Colony should be equipped sufficiently well to fight its own fires; and, to this end, the sooner that Hongkong follows the lead of Singapore, Colombo and other Crown Colonies in the adoption of motor fire-engines, the better it will be for the Colony. Narrowness of streets and steepness of ascents afford no excuse. Motor engines can go where any hand-drawn engine can go and they can be got nowadays of such high horse-power as will enable them to climb to the Peak if necessary.

THE BULL-DOGG.

Time is the mill of God, and that which is ground in it is not always ground slowly. But slowly or quickly it is always exceeding small. Rarely, however, have we seen the fate of the wicked more swiftly overtake him, than we now observe in the case of one Constancio da Silva of the *Verdade*, a Macao newspaper. And it is our unhappy duty to protest against the policy which has inflicted a punishment doubtless well deserved, but mistaken in its manner of application. There is no denying the fact that this Constancio was a firebrand, and that his paper was a most pernicious influence amongst men as easily inflamed as our Portuguese friends. When he and his party had the upper hand in Macao, and had succeeded in exciting the sailors and soldiers to commit actions whose pitiful results are only beginning to be felt, one brutal deed was done, among others, which has now brought about poetic retribution. The Editor of the *Verdade* managed to obtain the suppression of the *Vida Nova*, edited or owned by Dr. Luiz Nolasco, President of the Senate. We have had occasion to say hard things of the President, and to disagree in strong terms with views expressed in his paper. But that his newspaper should be suppressed by a gang of mutineers simply because he published in his news columns a report of the action of certain residents of Macao and Hongkong in petitioning the Provisional Government of Portugal to allow the charitable Religious Orders to remain in Macao, that the *Vida Nova* should be shut up at the bidding of a rival paper, was an outrage on liberty, a crime against free speech, a tyrannical and

despotic attack on the Press. Now the perpetrator of this deed is himself suffering from the punishment of abolition. His paper was summarily shut up by the order of the Government. We British manage these things better. We do not close up naughty newspapers. We only lock up wicked editors. And even then we do so with due regard to order and justice. The man must be given fair trial. If he publishes seditious matter against the King's peace and the security of his subjects, the editor will be very properly sent to prison by a very proper jury, and a very proper and perhaps pompous judge. But his paper may continue in existence, and may even continue to publish articles that are very nearly as bad as those which forced the Law to lock him up. For we mis-called Anglo-Saxons are not a bit afraid of free speech. It does us no harm to have liberty. We would rather hear of the man being shot than his paper suppressed. That is the difference between us and our friends who are sporting a new red and green flag. Can it be possible—we only whisper it—that the real reason for this is that we are fit for liberty, and they are not?

LOCAL AND GENERAL.

The Norddeutscher Lloyd, of Bremen, reports that business is good and regular, and profit is steadily growing.

THREE shop-keepers were fined \$10 each and nine \$, each at the Police Court this morning for causing a obstruction on footpaths.

THIRTEEN rickshaw-cooles were fined \$5 each by Mr. Hallifax the Magistrate this morning for causing an obstruction at the Star Ferry wharf.

A SIMPAN WOMAN was charged before Mr. T. Woolley at the Police Court this morning with dumping rubbish in the harbour. His Worship imposed a fine of \$5.

A COOLIE was awarded a week's pay and four hours' sick leave for the larceny of a quantity of dry fish, the property of the N.Y.K. at the Kowloon wharves.

M. PIERRE L'EST was invested on the 5th ult. with the collar of Commander of the Legion of Honour on board the battleship *Patrie* at Touzou. The investiture was made by Admiral de Jonquieres.

B. RON Unger Sternburg, formerly St. Petersburg representative of the Austrian Correspondence Bureau, has been sentenced by the Appeal Court to four years' hard labour for betraying State secrets.

STRAIGHT-TALKS WITH YOUNG MEN.—Some people will tell you that politeness costs nothing. Don't believe them. Ask them if they have ever tried putting "your obedient servant" on the bottom of a telegram.

IT is reported from Mokpo that during the recent storm off the coast of Korea some 70 fishing boats with over 60 men, were wrecked off Lake Isle. Two Japanese and 237 Koreans were saved, and 25 were drowned.

THE Chinese Appeal case, which, in its various stages, has occupied the attention of the Supreme Court Judges on "more than 70 separate days, was completed this afternoon. It is understood that judgment will be given on Friday.

MR. WINSTON CHURCHILL has been thrashed with a dog whip by a man who was in sympathy with the Suffragette cause. This is the second occasion that the right honourable gentleman has been visited in this fashion with the wrath of the Suffragettes.

DURING the week ending to December, there was one case of diphtheria (Spanish) and two cases of enteric fever, the victims being a Britisher and an American (both imported). Smallpox claimed two victims—a Chinese and an Italian (imported).

THREE fishing boys were charged this morning with being in an unlawful possession of six sacks of coal. They were sentenced to seven days' "hard" each. The first defendant was sentenced to a further term of fourteen days for using his boat for purposes other than fishing.

ACCORDING to a St. Petersburg correspondent, M. Guchkov, President of the Duma, regards the linking up of the Russian and Indian railways as merely a question of time. He thinks that the economic as well as the political interests of both countries clearly indicate its necessity.

WE have received from Messrs. Molchers & Co., agents of the Royal Insurance Company. From Messrs. the New Times & Co. comes a useful reminder of the New Year in the shape of a历 (calendar) and a copy of the W. N. Brunton's (Scotland) wire rope. We have also to acknowledge receipt of an article reproduction extolling the advantages of Asahi beer.

RETURN of visitors to the City Hall Library and Museum for the week ending the 11th December, 1910:

Library Museum.

Non-Chinese 45 243

Chinese 161 283

Total 518 327.

THE King of Spain has ordered as an honour to the late Lieutenant Sakuma, the commander of the Japanese submarine on board of which all hands lost their lives in an accident some months ago, that his photograph and a copy of his record of that terrible disaster will be during his dying hour, be permanently exhibited in the Naval Museum of Spain, for the public education as an example of a brave spirit of patriotic self-sacrifice.

CONTINUED from last week's "There are millions suffering in the world. Why are there so many of you round me?"

A PI KUNG telegram to a Japanese paper says that Sir Robert Birol, former Commissioner-General of the Chinese Maritime Customs, will be appointed Adviser to the Board of Posts and Telegraphs. This new proposal which Great Britain has made to China in connection with the opium trade have been made in view of the fact that the existing three year's agreement between the two countries expires in December.

Or the 36 newly-elected Lord Mayors and Mayors in England and Wales, 126 are Conservatives, 20 are Liberal Unionists, and 14 are Liberals. Of the remainder some are independent and the others have not stated their politics.

THE Times, reporting that Japan is undertaking to export fire-arms armament to some 100,000 Japans on the coast of Manchuria, publishes the conjecture that the said arms will probably be used by the natives there in order to resist Europeans.

UNOFFICIALLY it is understood that the Veto Committee are very near to agreement for a joint session of the two Houses in case of deadlock occurring, but failed to agree as to the proportion of the opposition to Radical peers, who should represent the House of Lords.

ON the occasion of the 25th anniversary (in 1910) of the German Emperor's accession to the throne, a project is reported to be under way to present his Majesty with a new steam yacht which would replace the *Elbenfahrt* and be the Kaiser's own property.

IT is reported that arrangements are afoot for the forthcoming departure of the Foreign Office in regard to the Japanese staff. A tariff reform onslaught is being made in Lancashire, the speakers making use of Japan as an argument in their case.

MACAO'S NEW FLAG.

A SAD UNFURLING.

[From Our Own Correspondent.]

Macao, 11th December.

The most terrible things of life are those which we commit: not unthinkingly, but half-blindedly. Such an act was done in full view of many of us only a few odd hours ago, and actually within sight of the place whence I send you the message of a boat that beats in tune with that of loyal Portuguese and with that of all brave, loyal, and undiscarding men. And the cruel part of it was that the large crowd of men assembled in Macao at three o'clock on the 11th day of December, a Sunday, dressed in this year of disgrace to the memory to one Francis Xavier who is still regarded by philosophers as a heretic, and who, by the few who still intimately feel the teachings of that Paul of Tarsus who was the first Apostle of the Gentiles, is known as a Saint, on this day of all, in this City of all Cities, to have enacted the following scene, a scene which deserves some more eloquent pen than mine to describe.

The Avenida V. de Gama is one of the finest avenues made by an artistic Latin people. The large grounds beneath it are occupied by a large crowd of men who are not only mid-toed to enjoy a good game of "foggo," and to a man with a soldier's eye, the possibilities of the place are tempting. One could drill two Prussian Regiments on that ground, and thinking of Prussia, how some spectators of this afternoon's scene did long for the sight of a few bold German sailors in uniform, doing their parade-march in the usual style of men who still have a god and a King to believe in, and who don't mind a button if the King does like to call himself an Emperor!

The ground was surrounded and partly covered with a crowd which I am forced to call madly. One saw the proud and savage ladies of the Portuguese, who are not very far from the quite unrefined and frankly selfish women tourists of America, a side by side with a graven and dignified Priest of the Roman Church, a training Chinese capably cheerful yet pushed his way. But not many of him. The Chinese of Macao are at least outwardly polite, and whatever they may inwardly feel, no resentment was shown by them at the fierce words of the officer who commanded the troops on the Francisco de Cemeterio when he marched his men up to salute the new flag. The crowds, of course, swarmed all over the ground. The military and police forces were lined up all along the railings on the side of the orphange. On the opposite sides were many frock-coated and top-hatted men, and plenty of uniforms. The latter were all Portuguese. A flag with an oblong green band tied to the top of it was the coat of arms of the group.

His Excellency the Governor, Señor V. d. V., arrived in a carriage with his Alcalde de Oficio and other officers at 3 o'clock. Everybody saluted him, and it was pleasant to see how every foreigner present, Englishmen, Americans, even tourists and all, took off their hats to the Chief Magistrate of this still Portuguese Colony. Señor V. d. V. bowed himself with dignity and a certain sternness which was only broken when it became his duty to give the signal for the unfurling of the green oblong band on the top of the flagstaff. It appears to be the new Portuguese flag, for Señor V. d. V. uncovered his head, and cried three times "Viva a Republica!" The vast crowd watched the unfurling of a red and green flag, with a central medallion containing a picture of the well-loved arms of Lusitania, and the crowd said nothing. The artilleur, which was not very long ago was ready to fight and fight hard, for His Majesty (God save him!), King Manuel, fired a salute of twenty-one guns to this flag. A direful tongue, whispered that this flag was really too much like her own of Portugal, but his officers of the company's voice over six months ago, but his officers of the company's voice in a condition astir.

The Governor and his staff and the spectators watched the soldiers march forward and salute the strange new flag, and march away, in full dress, and with bands playing, but with faces which seemed sternly set to enter a bitter business. It is difficult to describe just this expression of the soldiers. They looked sternly, wearily, like fellows who might on occasion be good comrades and not at all bad soldiers, if fit, under good officers, quite good—worth indeed.

The Governor made no speech. The bands played tunes unfamiliar to the people, and perhaps the most popular of the whole. The crowd stood by the railings, watching the artilleur, which was not very long ago was ready to fight and fight hard, for His Majesty (God save him!), King Manuel, fired a salute of twenty-one guns to this flag. A direful tongue, whispered that this flag was really too much like her own of Portugal.

THE Governor and his staff and the spectators watched the soldiers march forward and salute the strange new flag, and march away, in full dress, and with bands playing, but with faces which seemed sternly set to enter a bitter business. It is difficult to describe just this expression of the soldiers. They looked sternly, wearily, like fellows who might on occasion be good comrades and not at all bad soldiers, if fit, under good officers, quite good—worth indeed.

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ABERDEEN STREET COLLAPSE.

VERDICT OF THE J. V.

The inquiry into the circumstances surrounding the death of six Chinese on the 24th November last was adjourned before Mr. E. R. Hallifax at the Magistracy this afternoon. Mr. H. L. Denys, from the Crown Solicitor's office, represented the government. R. J. Howard, Inspector of Buildings, stated that he had upwards of 25 years' experience in building works—had been engaged at Nos. 15 and 13, Aberdeen Street on the 24th November. He stated the foundation of the party wall and then ordered the contractor to pull down a portion of it. Two days later he inspected it again and found it was not right and then ordered the contractor to go on with the work. Later, he saw that the front wall of No. 15 was in a dangerous condition and he referred to the contractor that they had already been served with a notice. At 4 p.m. on the 26th November he inspected the houses again and saw that they had collapsed. The majority of the joints were decayed. His examination would tend to the opinion that the collapse was due to the rotten joints.

The wall was one of the worst he had ever seen in Hongkong. The mortar was bad and insufficient. The bricks were of bad stone. The three houses were built with the same class of material. Witness was of opinion that the houses were built between 5 and 10 years ago. The building was quite satisfactory. He found no fault with the work of the architect, contractor or workmen.

J. Hutchings was next called and said he inspected Nos. 15, 13 and 11 and found no part of the premises was in danger, but the party wall between Nos. 13 and 11 was. He made a report of it and notice was sent to pull down the wall. Before the 28th he looked at the party wall between Nos. 15 and 17 and did not find it dangerous. He should say that the wall was about thirty years old. The accident might have occurred had there been no work going on in No. 15. He thought that the blame should be placed on the person that built the wall, which was built with bad material.

T. L. Perkins, executive engineer of the Public Works, said that in September last he received a notice from Mr. Aberdeen Street and he sent Mr. Hutchings. Later he went himself and examined the party wall and found it was not in good condition. Afterwards Mr. Loe sent in plans to pull down the party wall and walls but these were not approved and other plans were sent. He went there again on the morning of the collapse. He went inside No. 15 and looked round but noticed nothing wrong. The party wall was a few feet above the ground line, and the workers were working at it. Shortly after 3, the herd of the collapse. He would not say how long ago these houses were built.

Mr. Denys having addressed the court, the jury returned a verdict of "Death from misadventure."

FIRE AT BLACKHEAD'S POINT.

FATIGUE DESTROYED.

About half-past six o'clock last night the alarm was given that a fire had broken out at Blackhead's Point. The Water Police were early on the scene under the direction of Inspector Langley. It was found that the outbreak had occurred in a marsh which had formerly been used as a dwelling place by four Indian watchmen employed on the Kowloon-Canton Railway while constructional work was in progress. It was practically owing to the nature of the material of which the shed was built, the fire spread very quickly and beyond all hopes of saving any part of it.

Seen from the Hongkong side of the Harbour, the height of the flames gave one the impression that a really big conflagration was in progress and in the distance it looked as though Hell's gateway were involved.

Fortunately the marsh was isolated and after its flimsy structure had been consumed, no fire remained for the firemen to do except to extinguish the smouldering wrecks. The damage done was trifling, amounting to some \$100,000.

JUNK WRECKED.

OFF GAP ROCK.

News was brought to Hongkong last night of another maritime disaster when a large deep-sea fishing junk got wrecked off Gap Rock at 1 o'clock on Monday morning. It was blowing hard from the North at the time and the steering gear of the junk failing to answer the helm was blown on the rocks on Jubilee Island about three miles to the south-east of Gap Rock Lighthouse. The junk was cut in two and was drifting to the south. This was the report of the Harbour Authorities yesterday morning with the additional information that the members of the crew could be seen clinging to the wreck. This steam launch "Kwong Loo" was promptly chartered and ordered to proceed to the wreck with all speed. The "Kwong Loo" left Hongkong about 8 a.m. yesterday and returned with shipwrecked men all safe after six o'clock last evening. We believe the fishermen have been given over to the care of the Tong Wa Hospital Committee. In all seven men were rescued.

CLAIM FOR MEALS SUPPLIED.

In the Summary Court to-day Mr. Justice H. L. Denys, now suing the plaintiff, with costs, in the action in which the Tsui Nam Loo firm sued Wai Yik Chuen to recover \$3,300 for meals supplied. The case had been adjourned on the previous day to obtain the presence of the manager of the Kwonglung Hotel as a witness for the plaintiff, but the manager could not be found.

Mr. C. Wilson appeared for the plaintiff and Mr. D. V. Stevenson for the defendant.

CONCERT AT THE SEAMEN'S INSTITUTE.

MR. AND MRS. MODY'S PROGRAMME.

The concert given at the Seamen's Institute last night and organised by Mr. and Mrs. J. H. N. Mody proved to be one of the most successful entertainments yet provided there. The large hall was filled before the advertised hour for starting had arrived. After an overture, "Pot-pourri," on the piano forte by Mr. M. D. Sils, the vocal part of the programme was opened by Mrs. Mody, who gave two songs, "Beloved, it is mine" and "Thora's last Lenten vole and taste." Mr. L. L. Lament gained hearty plaudits for his rendering of "The Two Grenadiers."

The instrumental element in the concert was particularly strong. Little Miss Esther Xavier and her sister, Mr. E. Dantzig, appeared to great advantage in their piano recital, Mademoiselle's "Capriccio Brillante" and Chopin's "Rondo" for two pianos. Miss Xavier, we understand, has only been for one year under Mr. Dantzig's tuition and she is a remarkably clever little pianist. Mr. Goetzl delighted the audience with a violin solo. Misses Anderson and Elliott continued a finely executed oboe and corde duet and the latter also gave a solo; while Mr. D. Sils proved his skill as a piccolo player in his "Piccola Piccina."

The comic part of the programme was in the hands of Mr. W. G. Wooster, who was in his very best. George Robey, and Mr. M. D. Sils, who kept the "house" in irrepressible laughter while he held the stage in his characteristic "Fancy" makeup being particularly good.

The accompanists were Messrs. George Grimble, E. Darkling and M. D. Sils. Mr. Grimble, also, appeared in a new role as a comic singer with a racy topical song, "Scrub my mother."

So numerously had been the "encores" that it was pretty late before a most enjoyable concert was brought to a close with "God Save the King."

THAT STEAM ROAD-ROLLER!

ANNOV THE CHIEF JUSTICE.

The remodelling of Queen's Road Central was badly needed certainly, but its execution is accompanied by disadvantages to the public in the way of rough and muddy streets, and most of all, the tumbling shooting of that noisy instrument of torture, the steam road-roller. So great was the din caused by the engine within opposite the Supreme Court yesterday afternoon that it drowned the voices of Counsel appearing in an appeal case, and at last the Chief Justice sent down orders for road-rolling operations to be suspended until the Court had finished its sitting.

The engine was again at work there this morning, but it was moved farther inland towards to the dock, when the Court business began. At ordinary times, the street noises of Queen's Road sometimes make hearing difficult in the Court-houses, without the added infliction of a steam-roller, to that it is little wonder that Beach and Farah are eagerly looking forward to a speedy completion of the new Law Courts.

A MISSING BEDSTAD.

COURT'S CHARGE AT THE MAGISTRACY.

A Chinese woman charged three men at the Magistracy this morning with the larceny of an iron bedstead. George Grant presided and Mr. P. W. Goldring of Messrs. Goldring, Barron and Morell, defended.

It appears that the defendants trespassed the complainant, upon which the latter reported the matter to the Police and the Registrar-General. On returning home she found her bedstead missing.

His Worship (to complainant) Will you be satisfied if you have your bed back and the defendants will not interfere with you?—Yes. His Worship directed the defendants to be cautioned.

WEAT GROWING IN MAN-CHURIA.

STATEMENT BY BUREAU OF AGRICULTURE.

The British Acting Commissioner of Agriculture has forwarded a copy of a statement on the subject of wheat-growing in Manchuria by the Chief of the Bureau of Agriculture at Mukden. From this it appears that the present annual production of wheat is about 10 million bushels, which might be increased to 30 to 40 million bushels, even with the primitive methods of native cultivation. The soil and climate, it is stated, are as favourable for wheat production as in the valley of the Mississippi. Although the region is naturally favourable for wheat production, the crop has never been extensively grown, chiefly because the yield of wheat is less per unit of land than that of millet, sorghum or maize, and these foods are better adapted to the standard of life and the purchasing power of the Chinese family. Of late years, however, it is pointed out, there has been a noticeable growth in the consumption of wheat among the Chinese throughout China, and in Manchuria in particular a strong demand for wheat flour has arisen since the Russo-Japanese war.

RAUB GOLD MINE.

The following is the result of crushing operations at Raub for the four weeks ending 3rd last:—

Bukit Komai Store/crushed 3,122 tons;

Gold obtained 302 cunces;

Bukit Ma'ace Store/crushed 1,272 tons;

Average Per Ton 2.21 dwt/s per ton.

Five stamps were idle all the month while renewing the foundations.

DISPATCHES from different parts of the provinces of Honan report the collapse of houses attendant with fatal results owing to incessant rain. Up to date 1,132 houses have reported to have collapsed and more than one hundred persons were killed or injured.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

LATE KING OF SIAM.

To the Editor of the "Hongkong Telegraph":—SIR—I have the honour to inform you that I am in receipt of a despatch from the Minister for Foreign Affairs at Bangkok, dated the 2nd December, 1910, in which His Highness Prince Devawongse directs me to convey to you the heartfelt thanks of the Siamese Government for the cordial sympathy you so kindly evinced in Siam's recent great bereavement.—I have, etc., H. N. MOLY, Acting Consul.

Siamese Consul's, Victoria Buildings, Hongkong, 13th December, 1910.

NEWS FROM THE NORTH.

[Specialty Translated for the Hongkong Telegraph.]

MONGOLIA.

It has for some time past been realized in Peking that the only hope of saving Mongolia from falling into the hands of the Foreign Powers lies in the first possible development of the country by the Chinese Government; and for the past six months negotiations have been in progress for the formation of a big Corporation whose activities should be confined to Mongolia. The funds for this enterprise have at last been raised and a working arrangement with the Government is now being effected, under which it is expected that the corporation will begin its operations in the early part of next year.

WHEN THE CAT IS AWAY, ETC.

During the absence on leave of H. E. Tang Shao-yi, Minister of Posts and Communications, the representatives of the various provinces have tried to force the hands of the Ministry in the matter of raising foreign loans, but their efforts have been of no avail, as the Senior Vice-Minister of the Ministry has declined to settle anything without the approval of his Chief.

At the same time, H. E. Sheng Hsien-huai, Junior Vice-Minister of the said Ministry, having been ill, there has been an attempt to make capital out of an alleged disagreement between the Minister and Sheng. As a matter of fact, there has been no such disagreement, as Sheng has taken very little interest in the affairs of the Ministry, being chiefly occupied with dabbling in currency matters.

THE DALAI LAMA.

It is reported that the two Foreign Ministers in Peking have urged upon the Ministry of Foreign Affairs the advisability of reconsidering the position of the ex-Dalai Lama, with a view to his re-instatement. It is most unlikely that any such representations have been made, but it is possible that in view of the fact that it is proposed to ask H. E. Viceroy Chao, of Szechuan, to come up to Peking to discuss the whole question affecting Tibet the Minister of Foreign Affairs has been sounding the representatives of Great Britain and Russia on this particular point. It will be remembered that H. E. Viceroy Chao himself suggested the provisional re-instatement of the ex-Dalai Lama.

OFFICIAL CHANGERS.

Prince Tsin-hui has been appointed First Lord of Admiralty and H. E. Tan Hsien-hung Second Lord. The Commission of Constitutional Reforms, the Army Council and the Minister of War, will have supreme control of military affairs with executive responsibility. These proposals have been submitted to the Prince Regent for approval and have been found satisfactory.

The Prince Regent has ordered that the offices of President, Vice-President and Councillor be abolished, and that the Chief Commissioner and Vice-Commissioner of Army Affairs be created in its stead. While reorganising the Army and encouraging the martial spirit, the Commissioners should exercise and faithfully carry out their duties and strive to make real progress, so as not to neglect their important work. General Yim Chang is appointed Chief Commissioner of Army Affairs and H. E. Shiu Hsiao Vice-Commissioner. The discharged Junior Vice-Minister of War, Yen Hsien-kang, is ordered to await appointment as Vice-Minister of one of the Ministries, Senior and Junior Councillors are ordered to await appointment as metropolitan officials of the third rank or as Commissioners for Foreign Affairs, Commissioners of Education, Commissioners of Justice, etc., and Junior Secretaries are ordered to await appointment either as metropolitan officials of the four branches or as Commissioners of Education, etc. The new appointments will be made on the 1st January.

THE NEW SINGAPORE.

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"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER, SAVING 5 to 7 DAYS' OCEAN TRAVEL.

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From St. John.

"EMPEROR OF JAPAN" SATURDAY, DEC. 17TH.

"EMPEROR OF CHINA" SATURDAY, JAN. 14TH.

"MONTEAGLE" WEDNESDAY, JAN. 25TH.

"EMPEROR OF INDIA" SATURDAY, FEB. 11TH.

"EMPEROR OF JAPAN" SATURDAY, MAR. 11TH.

"EMPEROR OF CHINA" SATURDAY, APRIL 8TH.

"Empress" Steamers will depart from Hongkong at 7 a.m.

"Monteagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) 1710.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Government of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over Privileges at the various ports of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 143.

Via New York 145.

For further information, Maps, Guide Books, Bases of Passage and Freight, apply to—
D. W. BRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blaau Pier).

INDO-CHINA STEAM NAVIGATION CO., LTD.

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For Steamship On
SHANGHAI, KOBE & MOJI KUISANG* THURSDAY, 15th Dec., Noon.
KOBE & MOJI FAUSANG* THURSDAY, 15th Dec., Noon.
SGAPOR PENANG & CALCOUATTA, NAMSANG* SATURDAY, 17th Dec., Noon.
MANILA YUENSANG* SATURDAY, 17th Dec., Noon.
MANILA WIENGANG* SATURDAY, 24th Dec., Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kuissang*, *Namsang* and *Wienang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.

Telephone No. 215. Hongkong, 12th December, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR STEAMERS TO SAIL
MANILA "TEAN" 13th Dec., 6 P.M.
AMOY & CHINKIANG "HANYANG" 14th " 3 P.M.
SHANGHAI "KUICHOOW" 15th " 4 P.M.
ILIOLO & OBU "SUNGKHYANG" 17th " 4 P.M.
SHANGHAI "ANHUI" 17th " Midnight.
MANILA, ZAMBOANGA & AUSTRALIA "CHANGSHA" 19th " 4 P.M.
MANILA "TAMING" 20th " 4 P.M.
Reduced Saloon Fares, single and return, to Manila and Australian Ports.
DIRECT SAILING TO WEST RIVER, Twice Weekly.
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AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FREIGHTS. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

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FAST SCHEDULE TWIN-SCREW STEAMERS (*Ansei*, *Chenau*, *Linan*, *Chinna*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct, every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

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PHILIPPINES STEAMSHIP COMPANY.

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RUBI 4000 S. Crosby ILOILO & OBU MANILA, WEDNESDAY, 21st Dec., 6.4 P.M.

WIRO 4000 E. Rice OBU & ILOILO MANILA, WEDNESDAY, 23rd Dec., 6.4 P.M.

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SHewan Tomes & CO.

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Hongkong, 8th December, 1910.

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For	Steamers	Tonsage	Leaves
VICTORIA and TACOMA via SHANGHAI, MOJI, KOBE AND YOKOHAMA	"PANAMA MARU"	6,019	TUESDAY, 13th Dec., at Noon.
VICTORIA and TACOMA via NAGASAKI, MOJI, KOBE AND YOKOHAMA	"SEATTLE MARU"	6,012	TEESDAY, 28th Dec., at Noon.

The Co.'s newly built steamers have fast speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasures and Parcels. Special attention given towards Express connection.

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For	Steamers	Leaves
SHANGHAI via SWATOW, AMOY and FOOCHOW	"CHOSHUN MARU"	THURSDAY, 13th Dec., at 8 A.M.
TAKAO (DIRECT)	"YEKIMO MARU"	THURSDAY, 13th Dec., at 5 P.M.
TAMSUI via SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 18th Dec., at 10 A.M.
ANPING and SWATOW via AMOY	"SOSHU MARU"	WEDNESDAY, 21st Dec., at 8 A.M.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nisshu Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

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S. HIROI, Manager.

Hongkong, 12th December, 1910.

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THE Steamship

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Captain L. E. S. SPENCER, R.N.R., commanding His Majesty's Ships, will be despatched from this for BOMBAY, &c., on SATURDAY the 24th December, 1910, at Noon, taking Passengers and Cargo on through Bills of Lading to the above Ports in connection with the Company's R.R. &c., 1,500 tons, from Colombo, Passengers' accompaniment in their vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the said steamship proceeding direct to Marseilles and London, after cargo for London, &c., will be conveyed via Bombay by the R.M.S. "Himalaya" due in London on the 4th February, 1911.

Parcels will be received at this Office until 4 P.M., the day before sailing. The contents and value of all Packages are required.

For further particulars, apply to

H. A. HEWETT,
Superintendent.

Hongkong, 12th December, 1910.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"LIGHTNING."

Captain E. P. SMITH, will be despatched for the above ports on THURSDAY, the 15th Dec., at 1 P.M.

For Freight or Passage, apply to

DAVID SASOON & CO., LIMITED,
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Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR VICTORIA, VANCOUVER AND SEATTLE VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	On or about
Hallamshire	4,410	G. E. Elliot.	1st Dec.
Ericie	6,332	H. S. Cowley	17th Jan.
Kammer	6,337	G. B. McGill	9th Feb.

Calling at Amoy and Keelung if sufficient loading offers.

SHARE QUOTATIONS.

Supplied by Messrs. K. S. KADOUR & CO. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER EAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 / \$1,000,000 / \$250,000	\$2,099.30	£3 for first half year ending 30.6.10 @ ex 1/10 = \$12.45	5%	900 sellers \$120.
National Bank of China, Limited	99,915	27	26	\$1,400	\$1,000	\$1 (London 2/6) for 1909	...	880 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000 / \$68,666 / \$60,181 / \$1,000,000 / \$1,220,000 / \$1,268,644 / \$1,271,108 / \$1,280,000	none	\$15 for 1909	81%	\$185
North China Insurance Company, Limited	10,000	215	25	Tls. 205.19		Final div. of 7 1/2% for '09 making 15% in all...	5%	Tls. 130 sellers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$287,984		Final of \$20 per share, making in all \$50 per share for 1909 and an interim dividend of \$30 per share for 1909.	2%	827
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 / \$364,405 / \$199,364	19.7.519	\$12 for year ending 31.12.08 and interim of \$3 on account of 1909	12%	950 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 / \$500,145 / \$61,168	\$4,8400	\$6 and bonus \$2 for '08	7%	\$116
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 / \$87,1985	\$436,218	\$27 for 1908	8%	363
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$17,743 / \$230,000	Dr. 53,777	5% for 1906	...	18
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$100,000	N/A	4% for year ending 30.6.10	...	120 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd	80,000	\$15	\$15	\$167,500 / \$73,765 / \$15,491	\$20,666	Dividend of \$1 1/2 for 30.6.10	82%	\$30
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	25	25	\$138,100	15.161	5% on Preferred shares only for	...	560 sellers
Do. (Deferred)	60,000	25	25	\$1,200,000	121,994	Final div. of 2 1/2 per share (copay. 1/4) making in all 4 1/2 per share for '09 & 1 1/2 for '10, div. of 10% per share on ac. for '10	5%	814 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	21	21	\$1,000,000	11,159	A dividend of 7 1/2% for yr. ending 30.4.10 & a bonus of 5% for yr. ending 30.4.10	6%	338
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$1,000,000				
REVENUE.								
China Sugar Refining Co., Limited	20,000	\$100	\$100	\$1,200,000 / \$83,020	Dr. \$2,090	\$5 for half year ending 30.6.10	6%	5124
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. 11.13.89	\$5 for 1897	...	12 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd	1,000,000	51	51	\$1,15,000 / \$12,189	\$2,435	Final div. of 1/4 for the year 1910 making 15% (coupons No. 15).	9%	Tls. 154
Headwaters Mining Company	60,000	Ps. 10	Ps. 10	none	none	First year	...	Ps. 10
Rand Australian Gold Mining Company, Limited	150,000	15/10	15/10	\$14	none	\$1 per share 13th dividend	5%	\$41 sellers 3/6
Oriental Consolidated Mining Co., Ltd	50,000	G. 10	G. 10	none	none	Final of Gold \$0.65 for 1909 in all G \$1.15.	...	
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$25,475	Dr. \$8,400	\$1.75 for year encl. 11/11/09	...	55
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$150	\$10	\$550,000 / \$31,993 / \$40,000 / \$88,114	\$264,847	\$1 1/2 for 1909	41%	551
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$122,000	11.13.7.5	3% for half year ended 30.6.1909	...	153 buyers
Shanghai Dock and Engineering Co., Ltd.	Tls. 55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 5.26	Final of Tls. 3 1/2 making Tls. 6 to all for year 20.4.1910	8%	Tls. 67
Shanghai and Hongkew Wharf Company, Limited	50,000	Tls. 100	Tls. 100	Tls. 62,257 / Tls. 50,000 / Tls. 1,25,000	Tls. 9,223	Interim of Tls. 3 for 1910	7%	Tls. 97
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 6,000 / \$1,000	Tls. 4,314	Tls. 6 for year ending 29.2.10	51%	Tls. 97 sellers
Central Stores, Limited	50,123	\$15	\$15	\$1,000	224,000	8% for 1909	6%	\$14 sellers 107
Hongkong Hotel Company, Limited	8,000	\$10	\$10	\$1,000	\$2,277	\$3 on old shares \$15 on new shares for half year ending 30.6.10	6%	165 sellers 191 sales
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$1,000	\$35,94	Interim of \$3 for 1910	7%	16
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,000	\$5,71	45 cents for 1909	6%	331
Kewloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$1 for 1909	8%	331	
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,512,045	Tls. 63,969	Interim of Tls. 3 for 1910	64%	Tls. 105
West Point Building Company, Limited	12,500	\$50	\$50	Tls. 1,000,000	Tls. 10,957	Interim of \$1.80 for 1910	64%	59
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Tls. 150,000 / Tls. 40,098 / \$1,000	5. 10,991	Tls. 11 for year ending 31.10.09	81%	Th. 87
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,000	59,553	50 cents for year ending 31.7.08	...	54
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	5. 8,173	Tls. 7 1/2 for year ending 30.9.09	10%	Tls. 50
Laon-kang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,849	Tls. 6 for 1909	10%	Tls. 48
Say Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 11,174	Tls. 35 for 1909	17%	Tls. 147	
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,000	2,048	15% per share for 1909	58 sellers	
China-Borneo Company, Limited	60,000	\$12	\$12	\$1,000	NIL	60 cents for 1909	61%	591 sellers
China Light and Power Company, Limited	50,000	55	55	\$1,000	150,242	60 cents for year ended 28.2.08	...	575 sellers
Do. Do. Social shares	50,000	\$12	\$12	\$1,000	52,602	60 cents for 1909	10%	571 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000	5. 892	\$1.20 for year ending 31.7.09	7%	174
Dairy Farm Company, Limited	40,000	\$78	30	\$1,000	Interim of 15 cents per share for 1910	10%	331	
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000	54,290	14 per cent, viz. \$1.40 for 1909	12%	122 sellers
H. Price & Company, Limited	12,000	\$10	\$10	\$1,000	5670	A dividend of \$1.20 per share and a bonus of 10 cents per share for year end. 28.2.10	6%	120
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	51,798	Interim of \$1 per share for 1910	6%	515 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,000	57,616	Interim of \$1 per share for 1910	6%	515 sellers
Hongkong Rubber Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,000	59,176	3rd Interim dividend of Tls. 15 making in all Tls. 27 for 1910	9%	105
Mantschappi at Mijn, Boch- en Landbouwexplotatie in Langkat, Limited	25,000	G. 10	G. 10	Tls. 67,500 / Tls. 69,924	5. 11,082	80 cents on fully paid shares and 8 cents on 1/4 paid shares for year ending 30.4.10	5%	515 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	\$1,000	53,014	Noe	5%	515 sellers
Peak Tramway Company (new)	50,000	\$10	\$10	none	Ps. 18,640	Noe	5%	18
Philippine Company, Limited	75,000	\$10	\$10	Tls. 11,820 / Tls. 100,000	Tls. 5,350	No dividend this year	2%	Tls. 105
Shanghai-Sumatra Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	none	First year	...	530 sellers	
Societe des Pulperies et Papeteries du Tonkin	5,200	50	50	none	None	...	5800 Hongkong currency	
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. 51,065	None	55 buyers	
Steam Laundry Company, Limited	20,000	\$10	\$10	none	51,866	60 cents for year ending 31.5.10	8%	46 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	\$1,000	51,432	15% per ordinary sh. for year ended 31.5.10	5%	3118 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	none	51,941	55 cents for 1909	5%	33 sellers
Watkins Limited	10,000	\$10	\$10	\$1,000,000 / \$50,000	51,018	5% for 1909	5%	36
Watson (A.S.) & Co., Limited	90,000	\$10	10	none	5782	None	51	
William Powell, Limited	15,000	\$7	none					